

SECTION II
NAVIGATION PUBLICATIONS

NM 41/00

SAILING DIRECTIONS CORRECTIONS

PUB 140 **1 Ed 1997** **LAST NM 38/00**
Page 15—Line 26/L; insert after:

Firing Exercise Areas		
Area	Coordinates	Chartlet No.
Delta One	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Delta Two	44°19'N, 63°45'W 44°19'N, 63°30'W 44°10'N, 63°30'W 44°10'N, 63°45'W	1
Delta Three	44°10'N, 63°45'W 44°10'N, 63°30'W 44°00'N, 63°30'W 44°00'N, 63°45'W	1
Delta Four	44°10'N, 64°00'W 44°10'N, 63°45'W 44°00'N, 63°45'W 44°00'N, 64°00'W	1
Echo Two	44°19'N, 63°30'W 44°19'N, 63°00'W 44°00'N, 63°00'W 44°00'N, 63°30'W	1
Golf One	44°00'N, 64°00'W 44°00'N, 63°30'W 43°30'N, 63°30'W 43°30'N, 64°00'W	1
Golf Two	44°00'N, 63°30'W 44°00'N, 63°00'W 43°30'N, 63°00'W 43°30'N, 63°30'W	1
Golf Three	43°30'N, 63°30'W 43°30'N, 63°00'W 43°00'N, 63°00'W 43°00'N, 63°30'W	1
Golf Four	43°19'N, 64°00'W 43°19'N, 63°30'W 43°10'N, 63°30'W 43°10'N, 64°00'W	1
Hotel One	44°00'N, 63°00'W 44°00'N, 62°30'W 43°30'N, 62°30'W 43°30'N, 63°00'W	1
Hotel Two	44°00'N, 62°30'W 44°00'N, 62°00'W 43°30'N, 62°00'W 43°30'N, 62°30'W	1

Firing Exercise Areas		
Area	Coordinates	Chartlet No.
Hotel Three	43°30'N, 62°30'W 43°30'N, 62°00'W 43°00'N, 62°00'W 43°00'N, 62°30'W	1
Hotel Four	43°30'N, 63°00'W 43°30'N, 62°30'W 43°00'N, 62°30'W 43°00'N, 63°00'W	1

(Can Annual Notice No. 35 of 2000) 41/00

Page 15—Line 21/R; insert after:
New graphic titled "Chartlet 1" from back of this Sub-section.

(Can Annual Notice No. 35 of 2000) 41/00

Page 22—Line 37/R; insert after:

Area	Coordinates	Chartlet No.*
Alpha	44°42'N, 63°00'W 44°19'N, 63°00'W 44°19'N, 63°40'W 42°28'N, 63°40'W Note. —Does not include Halifax Harbor. Extends to harbor limits only.	1
Bravo	44°28'N, 63°40'W 44°19'N, 63°40'W 44°19'N, 64°00'W 44°28'N, 64°05'W	1
Charlie One	44°28'N, 64°05'W 44°19'N, 64°00'W 44°00'N, 64°00'W 44°00'N, 64°40'W	1
Charlie Two	44°00'N, 64°40'W 44°00'N, 64°00'W 43°30'N, 64°00'W 43°30'N, 65°24'W	1
Charlie Three	43°30'N, 65°00'W 43°30'N, 64°00'W 43°00'N, 64°00'W 43°00'N, 65°00'W	1
Delta One	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1

PUB 140 (Continued)

Area	Coordinates	Chartlet No.*
Delta Two	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Delta Three	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Delta Four	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Echo One	44°59'N, 62°00'W 44°00'N, 62°00'W 44°00'N, 63°00'W 44°42'N, 63°00'W	1
Echo Two	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Foxtrot One	45°03'N, 66°46'W 44°48'N, 66°46'W Along the east coast of Grand Manan Is- land 44°36'N, 66°54'W 44°00'N, 66°54'W 44°00'N, 66°09'W	1
Foxtrot Two	44°00'N, 66°09'W 44°00'N, 66°36'W 43°00'N, 66°36'W 43°00'N, 66°00'W 43°43'N, 66°00'W	1
Foxtrot Three	43°33.0'N, 66°00.0'W 43°00.0'N, 66°00.0'W 43°00.0'N, 65°00.0'W 43°30.0'N, 65°00.0'W 43°30.0'N, 65°24.5'W	1
Foxtrot Four	43°00'N, 66°00'W 43°00'N, 65°00'W 42°00'N, 65°00'W 42°00'N, 66°00'W	1
Foxtrot Five	43°00'N, 66°36'W 43°00'N, 66°00'W 42°00'N, 66°00'W 42°00'N, 66°36'W	1
Golf One	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1

Area	Coordinates	Chartlet No.*
Golf Two	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Golf Three	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Golf Four	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Hotel One	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Hotel Two	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Hotel Three	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Hotel Four	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
India	45°16'N, 61°00'W 44°00'N, 61°00'W 44°00'N, 62°00'W 44°59'N, 62°00'W	1
Juliet	45°53'N, 60°00'W 44°00'N, 60°00'W 44°00'N, 61°00'W 45°16'N, 61°00'W	1
Lima One	43°00'N, 65°00'W 43°00'N, 64°00'W 42°00'N, 64°00'W 42°00'N, 65°00'W	1
Lima Two	42°00'N, 65°00'W 42°00'N, 64°00'W 41°00'N, 64°00'W 41°00'N, 65°00'W	1
Lima Three	41°00'N, 65°00'W 41°00'N, 64°00'W 40°00'N, 64°00'W 40°00'N, 65°00'W	1
Mike One	43°00'N, 64°00'W 43°00'N, 63°00'W 42°00'N, 63°00'W 42°00'N, 64°00'W	1

PUB 140 (Continued)

Area	Coordinates	Chartlet No.*
Mike Two	42°00'N, 64°00'W 42°00'N, 63°00'W 41°00'N, 63°00'W 41°00'N, 64°00'W	1
Mike Three	41°00'N, 63°00'W 41°00'N, 62°00'W 40°00'N, 62°00'W 40°00'N, 63°00'W	1
November One	43°00'N, 63°00'W 43°00'N, 62°00'W 42°00'N, 62°00'W 42°00'N, 63°00'W	1
November Two	42°00'N, 63°00'W 42°00'N, 62°00'W 41°00'N, 62°00'W 41°00'N, 63°00'W	1
November Three	41°00'N, 63°00'W 41°00'N, 62°00'W 40°00'N, 62°00'W 40°00'N, 63°00'W	1
Papa	Gulf of St. Lawrence bounded by the following three sets of lines: 47°00'N, 60°25'W 47°37'17.1"N, 59°18'16.8"W and 51°35'N, 56°00'W 51°54'N, 56°00'W and 49°18'N, 68°00'W 48°41'N, 68°00'W	3
Quebec One	46°56'N, 55°30'W 46°00'N, 55°30'W 45°17'N, 60°00'W 45°53'N, 60°00'W and a line joining 47°00'N, 60°25'W to 47°37'17.1"N, 59°18'16.8"W Note. —Does not include the French territorial waters of Saint-Pierre et Miquelon.	2

Area	Coordinates	Chartlet No.*
Quebec Two	45°17'N, 60°00'W 46°00'N, 55°30'W 45°20'N, 55°30'W 44°45'N, 60°00'W Note. —Does not include the French territorial waters of Saint-Pierre et Miquelon.	2
Quebec Three	44°45'N, 60°00'W 45°20'N, 55°30'W 44°00'N, 55°30'W 44°00'N, 60°00'W Note. —Does not include the French territorial waters of Saint-Pierre et Miquelon.	2
Sierra One	48°40'N, 53°05'W 48°40'N, 50°00'W 46°47'N, 50°00'W 46°00'N, 55°30'W 46°56'N, 55°30'W	2
Sierra Two	46°00'N, 55°30'W 46°47'N, 50°00'W 46°10'N, 50°00'W 45°20'N, 55°30'W	2
Sierra Three	45°20'N, 55°30'W 46°10'N, 50°00'W 44°00'N, 50°00'W 44°00'N, 55°30'W	2
Note. —Chartlet No. 1 may be found in the section titled "Firing Areas."		

(Can Annual Notice No. 35 of 2000) 41/00

Page 22—Line 37/R; insert after:

New graphics titled "Chartlet 2" and "Chartlet 3" from back of this Subsection.

(Can Annual Notice No. 35 of 2000) 41/00

PUB 157 8 Ed 2000 LAST NM 38/00

Page 12—Line 35/R; read:

Kwangyang Steel Mill (34°54'N., 127°45'E.)

(NIMA) 41/00

Page 178—Line 75/R; insert after:

KWANGYANG STEEL MILL 34 54N 127 45E 1.23
(NIMA) 41/00

Page 183—Line 24/L; read:

YOSU ENERGY BERTH 34 51.6N 127 46.2E 1.19
(NIMA) 41/00

PUB 172 8 Ed 1998 LAST NM 38/00

Page 16 to Page 22; read:

It was reported (1997) that Hormozgan Steel Marine Complex Terminal is situated 3 miles NE of Bandar Shahid Rejaie. The terminal consists of a trestle jetty extending 1 mile SE from the shore. The jetty head provides berthing and can be approached from the E through a channel dredged to a depth of 14m. A restricted area as shown on the chart has been established close N of the dredge channel.

(BA NM 39/99)

41/00

Page 236—Lines 31 to 33/L; read:

Pilotage.—Pilotage is compulsory. The pilot, acting in the capacity of Mooring Master, for the North Pier boards the vessel 2.5 miles E or 2.75 miles NE of the pier. Pilots for the South Pier board 2 miles ESE or 2 miles NE of the pier. Pilots for the offshore terminal board 2 miles E of SPM No. 22 in 29°07'N, 48°19'E. The pilot boarding positions may best be seen on the area chart. Berthing can be accomplished at

(BA NM 42/99)

41/00

PUB 174 7 Ed 1997 LAST NM 29/00

Page 17—Line 16/R; read:

on traffic separation schemes. A dangerous wreck, marked by a lighted buoy (2°16.1'N., 101°47.8'E.), lies in the SE bound lane of the Traffic Separation Scheme.

(BA NM 14/00)

41/00

PUB 191 8 Ed 1996 LAST NM 39/00

Page 71—Lines 5 to 51/L; read:

bays of sand and gravel, separated by rocky points. The majority of these bays are inaccessible due to the off-lying dangers. There are few trees and these only grow in the valleys N of Saint Anne, the main town, which is situated near the middle of the island.

Alderney Harbour, with the village of Braye at its head, lies on the N side and is the only port.

Quenard Point (49°44'N., 2°10'W.), the NE extremity of the island, is surmounted by a fort. A main light (Alderney Light) is shown from prominent round tower, 32m high, standing about 0.2 mile W of this point.

Chateau a L'Etoc Point, marked by a light and surmounted by a fort, is located 0.7 mile WNW of Quenard Point. A prominent concrete blockhouse stands on a hill about 0.2 mile SW of Alderney Light.

Houmet Herbe lies close offshore, about 0.2 mile SSE of Quenard Point. This rocky islet is surmounted by a fort and joined to the shore by a group of drying rocks. A group of rocks, some of which dry, extend 0.4 mile SE from the fort.

Essex Castle stands at an elevation of 62m about 1 mile SW of Quenard Point. The castle is situated on the SW side of Longy Bay and its seaward wall is painted white. A prominent television tower stands at an elevation of 90m about 0.5 mile W of this castle.

A church, with a conspicuous spire, stands in the town of Saint Anne, about 1 mile W of Essex Castle. A water tower and a framework tower, both prominent, stand about 0.2 mile W and 0.2 mile SE, respectively, of the church spire.

Longy Bay, which dries, lies 0.7 mile SW of Quenard Point. Raz Island lies in the entrance of the bay and is connected to the shore by drying rocks and a causeway, which is covered at HW. A fort stands on this island.

Old Telegraph Tower, 6m high, stands at an elevation of 84m near the SW end of the island.

Roque Tourgis Fort surmounts a point located 1 mile NW of the W extremity of the island. Between this fort and the W extremity the coast is cliffy and fringed by a ledge. Fort Clonque stands on this rocky ledge and is connected to the shore by a causeway, which covers at HW. Clonque Rock, 10m high, lies close NW of the fort and is conspicuous.

Les Etacs, a group of rocks, lies about 0.5 mile WNW of the SW extremity of Alderney. The W most and tallest rock is 37m high.

Orbouee Rock, 0.3m high, lies about 0.6 mile SW of the SW extremity of the island. The Noires Putes, a group of rocks, lies centered about 0.8 mile S of the SW extremity. The S most rock is 14m high and the E most is 19m high.

Bonit, a rock which dries 0.6m, lies about 1.2 miles WSW of Essex Castle and about 0.5 mile offshore.

The Ledge, a shoal with a depth of 4m, lies about 0.5 mile N of Quenard Point.

4.32 Off-lying Dangers.—Inner Race Rock and Race Rock, both with depths of 5.5m, lie about 1.5 and 2 miles SE, respectively, of Alderney Light.

Blanchard Rock, with a least depth of 3.7m, lies at the E end of a small bank, about 1 mile E of Alderney Light.

Alderney South Banks, with a least depth of 11m, is a group of several small sandbanks lying centered about 1.8 miles SE of the SW extremity of the island. Heavy overfalls occur in the vicinity of these banks during both E-going and W-going tidal currents.

Anchorage.—Vessels can anchor about 0.2 mile SE of La Tchue, a small rocky bay, lying about 1.2 miles SW of Quenard Point. This anchorage has depths of 14 to 18m and is sheltered from W to NNE winds.

Vessels can also anchor off Longy Bay, about 0.3 mile S of Raz Island. This anchorage has a depth of 21m, gravel, and is sheltered from N and NW winds. However, it is more exposed to the tidal currents than the anchorage off La Tchue.

Caution.—Surveys of the SE coast of Alderney are reported to be incomplete and uncharted shoals may exist.

4.33 Alderney Harbour (Braye) (49°43'N., 2°12'W.) (World Port Index No. 35980), a small commercial port, is situated about midway along the N coast of the island. There are extensive facilities in the harbor for local small craft and yachts. The village of Braye stands at the head of the harbor.

Tides—Currents.—Tides rise about 6.3m at MHWS and 4.7m at MHWN.

PUB 191 (Continued)

Depths—Limitations.—The harbor is formed by a breakwater, which extends 0.5 mile NE from the shore. The submerged ruins of the outer part of this
(BA NP 27) 41/00

Page 71—Lines 9 to 38/R; read:

extension. The W-going current, especially during spring tides, sets strongly across the harbor entrance and directly onto the submerged portion of the breakwater for about 9 hours. Great care, particularly at night, is required.

The harbor is approached from NE. A fairway leads from close inside the breakwater head to the two commercial berths at Brave Jetty, in the SW corner of the harbor. It is 55m wide and has a least depth of 4.3m.

No. 1 Berth is 61m long and has depths alongside of 1.7 to 3.1m. No. 2 Berth is 56m long and has a depths alongside of 3.1 to 5.6m. Vessels up to 85m in length and 5m draft can be accommodated.

Vessels should note that the jetty wall is not vertical, and that some vessels should maintain separation from the wall, especially during periods of high winds, and accompanying seas.

Aspect.—The approach channel leading between the off-lying dangers is indicated by a lighted range.

Fort Albert stands on the summit of a hill at the E side of the harbor and is prominent.

(BA NP 27) 41/00

Page 71—Lines 42 to 59/R; read:
miles NE of the breakwater.

Vessels should send an ETA message at least 24 hours prior to arrival including their length and draft. The harbormaster may be contacted on VHF channel 16 from 0800 to 1800 local time (April to September), from 0800 to 1700 (October), and from 0800 to 1700 Monday through Friday (November to March). Saint Peter Port can relay message traffic outside of these hours.

Caution.—Vessels should not attempt to enter the harbor at night without local knowledge due to the strong tidal currents.

(BA NP 27) 41/00

Page 72—Lines 1 to 15/L; strike out.
(NIMA) 41/00

COAST PILOT CORRECTIONS

COAST PILOT 5 28 Ed 2000 Change No. 1
LAST NM 39/00

Page 15—Paragraph 385, lines 3 to 7; read:

charts are in **Chart No. 1**, United States of America **Nautical Chart Symbols and Abbreviations**. This product, maintained by the National Imagery and Mapping Agency and NOS, is available on the internet website address, <http://chartmaker.ncd.noaa.gov>.

(26/00 CG5) 41/00

Page 193—Paragraph 207, lines 2 to 3; read:

highway bridge at the head of the harbor, which has a 32-foot fixed span with a clearance of 10 feet. Taxi and inter-state bus lines serve ...

(CL 1105/00) 41/00

Page 193—Paragraph 222, lines 6 to 10; read:

on San Carlos Island. In December 1999, the controlling depth was 6½ feet (7½ feet at midchannel) to Buoy 4A, thence shoaling to bare from Buoy 4A to Light 7, thence 8 feet (9½ feet at midchannel) to the State Route 865 fixed bridge, and thence 5½ feet (7½ feet at midchannel) to the basin with 6½ to 10 feet ...

(BPs 170476-81; CL 217/00; LL/99; LL/00) 41/00

Page 199—Paragraph 331, lines 7 to 12; read:

channel is marked by lights and daybeacons. In February 2000, there was extreme shoaling in the entrance channel to Light 7. Just S of the shoaled entrance channel, an alternate entrance channel is marked from Daybeacon 2A to Light 7 with a midchannel controlling depth of 6.5 feet. Above Light 7, the controlling depths were 5 feet (6 feet at midchannel) to the State Route 789 highway bridge, thence 5.5 feet (6.5 feet at midchannel) to the Intracoastal Waterway, thence 7.5 feet in the remainder of the channel and 8 to 6.5 feet in the turning basin except for lesser depths ...

(BPs 170949-57; CL 506/00) 41/00

Page 199—Paragraph 334, lines 6 to 8; read:

Waterway. In February 2000, the controlling depth was 4 feet (5½ feet at midchannel) to the highway bridge, thence 5½ feet (7 feet at midchannel) to the Intracoastal Waterway. Greater depths may be ...

(BPs 170751-55; CL 442/00) 41/00

Page 228—Paragraph 69, lines 6 to 8; read:

mile NE of Cat Point. In July 1998, the midchannel controlling depths were 5 feet in the entrance channel, thence in March 1998, 3 feet in the W arm of the channel paralleling the shore at Eastpoint and 2.5 ...

(CL 1761/98) 41/00

Page 229—Paragraph 79, lines 6 to 8; read:

Light TM. In March 2000, the controlling depth in the entrance was 2.5 feet (3 feet at midchannel), thence 1.5 feet in the W channel, and 2 feet in the E channel with shoaling to 1 foot in the right outside quarter between Daybeacons 12 and 14. An entrance light and daybeacons ...

(BPs 171030-31) 41/00

Page 234—Paragraph 205, lines 10 to 12; read:

attempted in rough weather. Local knowledge is advised. In March 1999, the controlling depth was 12 feet from Buoy CB to the bridge; thence in October 1998, the controlling depth was 9.5 feet through North Channel to the bay. The channel ...

(CL 1153/99; NOS 11385) 41/00

COAST PILOT 5 (Continued)

Page 236—Paragraph 229, lines 11 to 13; read:
bay side of Destin close N of the bridge. In February 1999,
the controlling depth through the channel into Destin Harbor
was 3.5 feet (6 feet at midchannel). It is reported that the
channel shoals rapidly ...
(CL 1153/99; NOS 11385) 41/00

Page 251—Paragraph 197, lines 3 to 7; read:
Pascagoula River about 1.5 miles above the mouth has a bas-
cule span with a clearance of 2 feet. The bridgetender moni-
tors VHF-FM channel 13; call sign KQ-7197. U.S. Route 90
...
(CL 600/00) 41/00

Page 251—Paragraph 197, line 12; read:
2, for drawbridge regulations.) In April 2000, a replacement
fixed bridge with a design clearance of 80 feet was under
construction.
(CL 598/00) 41/00

COAST PILOT 5 28 Ed 2000 Change No. 2

Page 264—Paragraph 406, line 7; read:
cable with a clearance of 60 feet crosses the bayou. In
August ...
(NOS 11369; CL 120/93) 41/00

Page 305—Paragraph 289, line 5; read:
The least clearance of the three swing bridges across the
river is 3 ...
(CL 766/00) 41/00

Page 331—Paragraph 320, line 5; read:
entrance has a clearance of 25 feet. In May 2000, the fixed
bridge was under reconstruction with a design clearance of
23 feet. About 6 miles above the entrance, ...
(CL 1077/00) 41/00

Page 331—Paragraph 325, lines 7 to 8; read:
controlling depth was 4 feet to Light 27, thence 6 feet to the
railroad bridge. The entrance ...
(CL 1110/00) 41/00

Page 332—Paragraph 346, line 1; read:
Charts 11325, 11329.-San Jacinto River branches N
from the ...
(NOS 11329) 41/00

Page 333—Paragraph 359, line 3 to Paragraph 360, line 1;
read:
mouth of **Patrick Bayou**.
Charts 11325, 11329.-Boggy Bayou Basin, on the S side
of the ...
(NOS 11325) 41/00

Page 335—Paragraph 392, lines 5 to 6; read:
facilities. In July 1999, the controlling depth was 10 feet to

the bridge, thence 5 feet to a point about 0.3 mile upstream
from the ...
(CL 1110/00) 41/00

Page 343—Paragraph 60, lines 7 to 8; read:
Waterway. In May 1999, the controlling depth was 3 feet (7
feet at midchannel) to about 3.75 miles above the mouth;
thence in 1994, the midchannel controlling depth was 9 feet
to the West Columbia highway bridge.
(CL 1110/00) 41/00

Page 355—Paragraph 278, line 3; read:
in most of the area behind the breakwater range from 6 to 10
feet, ...
(NOS 11311) 41/00

Page 355—Paragraph 278, line 5; read:
entrance is through the ship channel. Depths of 6 to 10 feet
can be ...
(NOS 11311) 41/00

Page 356—Paragraph 289, lines 7 to 8; read:
August-September 1999, the controlling depth was 6.5 feet
(7.5 feet at midchannel) to the basin, thence 11 feet in the
shrimp boat basin. ...
(CL 1110/00) 41/00

Page 356—Paragraph 289, line 11; read:
the N jetty in ruins, and a lighted buoy at the end of the S
jetty in ruins. The channel ...
(NOS 11306) 41/00

Page 359—Paragraph 362, lines 3 to 5; read:
Isabel small-boat basin. In April 1999, the controlling depths
were 9 feet from the Intracoastal Waterway to the harbor
entrance, then 6 feet in the harbor channel, with depths of 6
feet ...
(CL 1110/00) 41/00

Page 359—Paragraph 363, line 8; read:
fishing vessels. In April 1999, the controlling depth was 9 ...
(CL 1110/00) 41/00

Page 398—Paragraph 435, line 5; read:
may cause some dragging during a hurricane. In 1990, a con-
trolling ...
(BP 158353; NOS 25666) 41/00

**COAST PILOT 6 30 Ed 2000 Change No. 10
LAST NM 28/00**

Page 15—Paragraph 332, lines 3 to 7; read:
charts are in **Chart No. 1**, United States of America
Nautical Chart Symbols and Abbreviations. This product,
maintained by the National Imagery and Mapping Agency
and NOS, is available on the internet website address, <http://chartmaker.ncd.noaa.gov>.
(26/00 CG5) 41/00

COAST PILOT 6 (Continued)

Page 39—Paragraphs 261-262; read:

(a) *Area A.* The area in the southern portion of Henderson Harbor west of the Henderson Harbor Yacht Club bounded by a line beginning at latitude 43°51'08.8"N, longitude 76°12'08.9"W, thence to latitude 43°51'09.0"N, longitude 76°12'19.0"W, thence to latitude 43°51'33.4"N, longitude 76°12'19.0"W, thence to latitude 43°51'33.4"N, longitude 76°12'09.6"W, thence to the point of beginning. All nautical positions are based on North American Datum of 1983.

(b) *Area B.* The area in the southern portion of Henderson Harbor north of Graham Creek Entrance Light bounded by a line beginning at latitude 43°51'21.8"N, longitude 76°11'58.2"W, thence to latitude 43°51'21.7"N, longitude 76°12'05.5"W, thence to latitude 43°51'33.4"N, longitude 76°12'06.2"W, thence to latitude 43°51'33.6"N, longitude 76°12'00.8"W, thence to the point of beginning. All nautical positions are based on North American Datum of 1983.

(CL 417/00; FR 3/7/00) 41/00

Page 46—Paragraph 521, lines 3 to 4; read:

operator located at the Elgin, Joliet & Eastern offices in East Joliet, Illinois as follows:

(CL 2019/99) 41/00

Page 77—Paragraph 1683, line 6; read:

Section 3; ASTM D 4268 (incorporated by reference, see §164.03), Standard Test Method for Testing ...

(CL 2089/99; FR 12/1/99) 41/00

Page 77—Paragraph 1684, line 7; read:

Specification 9A, Section 3; ASTM D 4268 (incorporated by reference, see §164.03); or Cordage Institute ...

(CL 2089/99; FR 12/1/99) 41/00

Page 136—Paragraph 163, line 8; read:

Above the limit of the Federal project, a pipeline bridge, about 5.1 miles above the pierheads, has a fixed span with a clearance of 86 feet. The Ridge Road (U.S. Route 104) bridge, about 5.5 ...

(BPs 169362-63; CL 1535/99) 41/00

Page 179—Paragraph 490; read:

In August 1998-July 1999, the midchannel controlling depths were 4.5 feet in the W approach channel to the mouth of the river and 7 feet in the E approach channel to the mouth of the river, thence 8 feet at midchannel to the entrance to Superior Lagoon, thence 4 feet to the Liberty Avenue Bridge, except for gradual shoaling to bare in the S outside quarter.

(BP 170342; CL 180/2000; BP 166565) 41/00

Page 181—Paragraph 543, lines 3 to 4; read:

Creek. In October 1999, the channel had a reported controlling depth of 4 feet at midchannel. The highway bridge over

the channel entrance has a 38-foot ...

(CL 419/00) 41/00

Page 205—Paragraph 17; read:

The dredged channel through Lake St. Clair has a Federal project depth of 27 feet.

(CEM-Detroit/82; NOS 14850) 41/00

Page 210—Paragraph 4, line 3; read:

river is 27 feet.

Dangers.-In October 1999, a sunken wreck, covered 28 feet, was reported in the St. Clair River about 350 feet E of Fort Gratiot Range Front Light in about 42°59'36"N., 82°25'34"W.

(CL 1883/99) 41/00

Page 215—Paragraph 125, lines 3 to 6; read:

Western Railroad bridge. In September 1999, the controlling depths were 5 feet (11 feet at midchannel) from the mouth of the river to the 10th Street bridge, thence 4 feet (7.5 feet at midchannel) to the railroad bridge, thence 1.5 feet (2.5 feet at midchannel) to the head of the dredged channel. Above the dredged channel, depths of 2 feet (3 feet at midchannel) were available to the I-94 bridge and 1 foot to the ...

(DDs 655-661) 41/00

Page 221—Paragraph 69, lines 5 to 9; read:

channel inside the harbor. In September 1999, the controlling depths were 14 feet (19 feet at midchannel) in the entrance channel, thence depths of 19 to 21 feet were in the buoyed section of the basin, with lesser depths in the remainder of the basin.

(DD 409) 41/00

Page 222—Paragraph 90, lines 3 to 7; read:

about 450 feet N. The entrance to the creek had a reported midchannel controlling depth of 4.5 feet in 1992. About 350 feet up the creek, at the first bend, extensive shoaling was reported along the E side in 1990; mariners are advised to favor the far W side when transiting the bend in the creek.

(CL 2156/99; CL 14/91) 41/00

COAST PILOT 6 30 Ed 2000 Change No. 11

Page 223—Paragraph 104; strike out.

(CL 1639/99) 41/00

Page 225—Paragraphs 147 to 148; strike out.

(CL 1380/99; PS 45/96) 41/00

Page 227—Paragraph 194, line 5; read:

in about 22 feet of water with sand and clay bottom.

Dangers.-A submerged object about 2 feet below the surface of the water was reported in 44°13'48.0"N., 83°28'36.0"W., about 1,416 yards SSW of Point Lighted Buoy 2.

(26/99 CG9; LL/99) 41/00

COAST PILOT 6 (Continued)

Page 228—Paragraph 197, lines 3 to 7; read:
Waterways Commission dock. In August 1999, the controlling depth was 11 feet in the entrance channel to the basin, thence depths of 9 to 10 feet were in the basin.
(DD 333) 41/00

Page 229—Paragraph 228, lines 4 to 7; read:
available. The entrance is protected by jetties. The outer end of the S jetty is marked by a private light. In August 1999, the reported controlling depths were 4 feet in the entrance and 5 feet in the basin. A buoy reportedly marks a reef 200 yards NE ...
(CL 2076/99) 41/00

Page 242—Paragraph 40, lines 6 to 9; read:
A private fog signal is at the outer end of the railroad pier. In July 1998, the controlling depth was 9 feet.
(BP 167260) 41/00

Page 247—Paragraph 98, lines 2 to 3; read:
principal harbor on Grand Traverse Bay. Prominent are the stacks of the city powerplant and the Park Place cupola, ...
(CL 1991/99) 41/00

Page 254—Paragraph 249, lines 5 to 6; read:
channel between the piers is subject to extensive shoaling. In April 1999, the controlling depth was 9 feet between the piers and ...
(DD 362) 41/00

Page 285—add item 51A; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
51A	Overhead cable	Power	4.83					36	

(CL 2165/99) 41/00

Page 285—Table, add item 59A; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
59A	Overhead cable	Power	6.80					40	

(CL 2166/99) 41/00

Page 289—Table, item 29; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
25	135 th Street bridge	Highway	31.1			160		48	Fixed.

(CL 1898/99) 41/00

Page 289—Table, Note 2; strike out.
(CL 1898/99) 41/00

COAST PILOT 6 30 Ed 2000 Change No. 12

Page 293—Paragraph 633, lines 8 to 9; read:
bell buoy, is about 6 miles NE of Wilmette. **Glencoe Shoal**, reported to be covered 3 feet, is 1 mile offshore about 5.5 miles NNW of Wilmette. A ...
(10/00 CG9) 41/00

Page 305—Paragraph 769, line 8; read:
20-ton hoist and makes hull and small engine repairs. A pub-

lic small boat landing, 450 feet N of the Municipal Passenger Pier, is protected by a detached crescent-shaped breakwater, marked at each end by a private daybeacon.
(CL 1853/99) 41/00

Page 312—Paragraph 849, line 1; read:
Kewaunee Pierhead Light (44°27.5'N., 87°29.8'W.), 45 ...
(LL/99) 41/00

Page 327—Paragraph 1110, line 3 to Paragraph 1111; read:
waterfront at Kipling, 1.5 miles N of Saunders Point. In 1990, the controlling depth was 22 feet in the channel and

COAST PILOT 6 (Continued)

basin except for 20 feet along the E edge of the basin.

Anchorage.-Squaw Point, marked by a lighted buoy, extends from the E side of Little Bay de Noc 1.2 miles S of Saunders Point. A deep channel leads between the points to the upper part of the bay. Good anchorage, with mud bottom, is in the upper bay above Saunders Point, just N of Gladstone.

(BP 144400; CL 28/2000)

41/00

Page 327—Paragraph 1116, lines 4 to 7; read:

reported depth of 7 feet in 1999, is protected on the SW side by a pier and detached breakwater. The E end of the breakwater is marked by a private light and the entrance channel is marked by buoys. The basin has reported depths of 4 to 8 feet. A municipal marina in the basin offers: gasoline, diesel fuel, water, ice, electricity, sewage pump-out, transient berths, marine supplies, launching ramp and harbormaster services. The **harbormaster** monitors VHF-FM channels 16 and 9. A 3-ton hoist is also available for engine and minor hull repairs. Another public launching ramp is about 1.4 miles NW of Saunders Point Light on the shore W of Butlers Island.

(CL 865/99; CL 28/00)

41/00

Page 352—Paragraph 235, lines 2 to 3; read:

of the basin and 24 feet in the E part. In September 1999, the controlling depths in the W channel were 18 feet (20 feet at midchannel), except in the far ...

(DD 737-738)

41/00

Page 372—Table, item 8; strike out.

(CL 1942/99)

41/00





